

OST-00-8164-18
Air Carrier On-Time Reporting Advisory Committee
Draft- Meeting Summary
November 1, 2000

DEPT OF TRANSPORTATION

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Committee Members:

Stephen VanBeek
Russ Chew
Pete McDonald
Robert Kneisely
Jim Coon
Ed Faberman
Jay Wells
Linda Moore
David Stempler
Ivan Bekkers
Paul Ruden
Steve Kolski
Bill Blackmer
Bill Wangerien

Affiliation

Associate Deputy Secretary, U.S. DOT
American Airlines
United Airlines
Southwest Airlines
Air Transport Association
Air Carrier Association of America
Air Line Pilots Association
Airports Minority Advisory Council
Air Travelers Association
Official Airline Guide Worldwide
American Society of Travel Agents
Air Tran Airways
NATCA
Delta Air Lines

Others:

Sarah Siwek
Don Camph
Dayton Lehman
Norman Strickman
Regis P. Milan
Carlton Wine
Shirley Miller
Carla Lounsbury
Jack Ryan
David Mednick
Peter Challan
Bernie Stankus
John Talmadge
Lisa Piccione
Steve Raphaelson
Stephanie Fraser
Kathryn Allison

Sarah Siwek & Associates, Facilitator
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U.S. DOT/OGC
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Air Transport Association
U.S. DOT/BTS
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U.S. DOT/BTS
Delta Air Lines
Delta Air Lines
OAG
PriceWaterhouse Coopers
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1) October 26, 2000 Draft Meeting Summary- A number of revisions were requested and will be reflected in the final summary.

2) Schedule Issues- It was agreed that the Committee would not meet the week of November 6, but will meet on Monday, November 13 at 10:00 a.m. with the goal of completing its deliberations on that day. A presentation by MIT will be made at the beginning of the November 13 meeting.

3) Scope/Applicability of Part 234- BTS distributed information on traffic enplanement for the 12 months ending December 1999 by four groups of carriers 1) Part 234 Reporting Carriers (as of 1/1/01), 2) Reporting Carriers' Code Share Partners, 3) Other Major and National Air Carriers, and 4) Smaller Carriers.

The Chair noted that, when the Part 234 rule is revised, the DOT will be able to receive reporting information in a more automated fashion (or in more than one media) which will lessen the burden of reporting information on tape as currently required.

There was a lengthy discussion of the benefits and possible drawbacks to expanding the list of carriers required to report Part 234 information. General consensus was reached that, (*contingent upon an assessment of the burden of reporting which will need to be made based upon information that the RAA and others may provide*) 1) Reporting Carriers Code Share Partners and 2) Other Major and National Air Carriers should report Part 234 information. It was emphasized that criteria for assessing the burden of reporting would need to be developed and applied. It was suggested that a phased-in reporting schedule might be appropriate and/or the benefits vs. the costs of reporting for some carriers may not merit their reporting Part 234 information at all.

4) Review of Draft Issues to be Addressed by the Committee- The Committee reviewed the list of issues currently covered in Part 234. The issues of applicability, flight operations to be reported, and frequency of reporting have been discussed to date. The Committee agreed to return to the issues of reportable airports, although this list is updated annually by DOT. The Committee then discussed the previous work done on causes of cancellations.

5) Cancellations- The Committee discussed the issue of reporting primary causes of cancellations in three primary categories only, not with two separate subcategories— primary and secondary. The Committee generally agreed that for cancellations primary categories were appropriate.

There was a lengthy discussion of what categories should be used for reporting cancellations and the specific definitions of which causes would be included in those categories. The following two categories were agreed to: 1) airline control (e.g., crew, maintenance) and 2) weather (e.g., extreme weather). Discussion on defining two other categories: 1) National Aviation System and 2) FTC reliability continued for the duration of the meeting and will be continued at the November 2 meeting.